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# THE MARINE RECORD.

DEVOTED TO COMMERCE, ENGINEERING AND SCIENCE.

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## AROUND THE LAKES.

CLEVELAND.

Captain Dan Jones, who is now in Chicago, left there on Wednesday night to visit his friends in Wales.

It is said that the time for opening the bids on the fire boat will be extended from the 18th to the 28d and that there will be a dozen bids, responsible and irresponsible.

Captain R. Greenhalgh who has the contract to furnish between 2500 and 3000 tons of riprap to protect the L of the breakwater at the mouth of the river has the stone all on hand.

Schooner Maguetic is still in Globe drydock for repairs, which have been delayed on account of the late stormy weather. She will have her bottom recalked and get new steering gear.

A libel has been filed in the admiralty court by Peter Bernard against Patrick Smith to recover $46.90, claimed to be the balance due for services as master in sailing the schooner Selkirk from Cleveland to Green Bay, Michigan and return.

Tug Samson will be compounded by the Globe Works during the winter and get a new boiler. The improvement will consist of high pressure engine 24x48 and the same low pressure she now has, 43x28. The boiler is 9½ feet shell by 17½ feet long and will carry 80 pounds of steam. This will make the Samson one of the best tugs on the lakes. Her present horse power is 165.

Mariners should remember the ball of the Cleveland life savers on the 15th inst. at Langberg's hall, 540 Pearl street, and give the boys a good send off. Following is the management: Captain C. C. Goodwin, President; L. Distel, Secretary; A. A. Pomeroy, Treasurer; C. C. Goodwin, Jr., floor director; floor managers, Burt Banford, August Bender, W. D. Andrews, William Goodwin, William Allen, Frank Levers. Music by McAfee.

A libel was filed some time since by John Cooper against the steambarge Samuel F. Hodge to recover the sum of $82.00 claimed to be due as wages and expenses as deck hands. The boat was seized by the marshal and has been released upon bond. The owner of the boat alleges that the amount is not due, for the reason that the libelant was one of a number of colored men who became intoxicated and left the boat at Detroit.

The fate of the schooner A. C. Maxwell, which has been reported as having foundered in midlake with the loss of all hands, is solved by a telegram from Captain Packer at Goderich, Ont., saying "The schooner Maxwell went ashore here at 4 o'clock Wednesday morning; all hands saved by the life boat. The boat, rudder, steering gear, both anchors and sails are gone. She is lying on sand bottom four miles below Goderich, Ont. All the steamboats are laid up there. In one good day, with a steam pump, and tug, she could be taken off. Soon after the Maxwell went ashore Captain Robb of the volunteer crew of life savers at Goderich was apprised of the fact, and in a short time the life boat was on the way to the scene of the wreck and succeeded in getting the crew safely into Goderich. The Maxwell, laden with ore and bound from Marquette to Cleveland in tow of the V. Swain, broke away while off Point aux Barques during the gale of Friday night, and drifted toward the Canadian shore, her sails and steering gear being carried away, as well as her small boat. Captain Packer expected every minute that the schooner would founder, but when off Goderich the anchor, which had been thrown out, caught and held her from the beach from Friday night until Wednesday morning, when the anchors were carried away. The crew stayed by the pumps until completely exhausted, suffering terribly from the cold, frosty weather. Every attention has been paid them and they will be returned to Cleveland by the United States consul at Gooderich. The Maxwell, 469 tons, was built at Bay City by Crosthwaite in 1870, and is owned by Captain H. J. Johnson, of this city, and valued at $14,000.

CHICAGO.

*Special to the Marine Record.*

The heavy gale and snow storm which commenced last Friday, caused considerable anxiety among the vessel men here, as a number of vessels were still out on Lake Michigan, on their way to this port. Several have arrived, all having suffered more or less from the effects of the gale, but luckily no lives have been lost.

The schooners Luling and York State, lumber laden from Menominee, arrived off Chicago on Friday about midnight and let go their anchors under the lea of the breakwater until daylight when they were towed into harbor. The Luling lost a portion of her deck load, and the York also lost some of hers and her mizzen sail and broke her windlass so that her anchors could not be raised, and they were slipped and left at the bottom.

The schooner Julia B. Merrill, also lumber laden from Menominee, arrived in tow of the tug Protection about noon. She had experienced a very rough time. The gale struck her off Kenosha Friday morning, carrying away her fore boom and fore sail, and one of her jibs. She also lost her yawl boat, which was washed out of the davits. She arrived off the hospital at midnight. Her anchors were let go and she rode out the storm until the tug Protection went to her Saturday morning. The Merrill lost about 20,000 feet of her deck load and was badly iced up.

The propeller George Spencer, coal laden from Buffalo, arrived Sunday morning. Captain Murphy reports that the gale struck the Spencer when off Point Sauble Friday night, and about midnight she shipped a heavy sea which fell on deck with terrific force and broke in the main hatch. Captain Murphy says that Friday night's gale was the worst he ever experienced.

The schooner Metropolis, with lumber from Elk Rapids, also arrived Sunday morning. She also experienced the full force of the gale, and lost considerable of her deck load.

The schooner Mercury, with lumber from Ludington, also arrived Sunday morning. She left Ludington Friday morning and was struck by the gale in mid lake Friday night about 11 o'clock. John Anderson, one of the crew, was washed overboard, and carried some sixty feet away from the schooner. Fortunately he was a good swimmer, and with the help of a friendly wave which drove him toward the vessel, he was enabled to grasp the fender on the port side quarter, and Captain Louis Sterling, who was at the wheel, went to his assistance, and dragged him on board. It was a miraculous escape from death. The Mercury lost a portion of her deck load and is badly iced up.

The steambarge Hattie B. Perene arrived during Sunday afternoon. She left Milwaukee Saturday for South Haven, where she was to lay up, but finding a heavy gale and snow storm on the east shore, she was put back for Chicago. She lost her mast and sails and experienced a very rough time.

The schooner L. B. Coates, which left Chicago Friday, was forced to run back, and arrived here Sunday. She lost all her head sails and was badly shaken up.

The schooners Morning Star and C. Amsden arrived Monday. The Morning Star was lumber laden from Manistee. She experienced very bad weather, but did not sustain much damage. The Amsden was from Frankfort with lumber. She left that port Friday morning. She experienced the full force of the gale, and as sail could not be made on her in consequence of her being so badly iced up, she was driven by the gale toward the east shore and was picked up by a tug off Michigan City and towed into harbor there. The tug Waters towed her to this port.

The schooner L. Van Valkenburg, owned by Thomas Hood, and bound for this port, is reported in distress off St. Joseph. Her rudder was gone. Her crew is safe. She will be towed to this port.

Collector Seeberger has given notice that the harbor lights on the breakwater will not be lit any more this season, because of the inability of the government engineers to light them. The north pier light and main harbor light will be shown, however, until the close of navigation.

The gale of Friday night caused considerable damage at the water works crib. The tremendous sea burst in one of the doors and flooded the main floor and damaged the stock of provisions and stores which had been laid in by Captain C. McKee for the winter. A large number of lights in the windows and two in the lighthouse at the top of the crib were smashed in by the tremendous gale and seas. Another stock of provision and some window glass will be got out to the crib at once.

Captain Wm. Mitchell, of the firm of Mitchell & Boutell, of Bay City, was in this port last Friday.

Captain J. W. Cramer, of Tonawanda, was visiting his friends at this port on Monday. His schooner, the S. V. R. Watson, is in winter quarters at Buffalo. The captain remarked to a friend that he thought it strange that the owner of a steambarge should require heavy compensation for pulling a schooner off after having towed her ashore and caused her some $2,000 worth of damages, the steambarge's course having been altered seven points within forty minutes prior to towing her ashore, whereas it should not have been altered more than five points. The captain was of the opinion that admiralty law always allowed for all damages sustained under such circumstances.

The steambarge C. H. Starke, lumber laden from Muskegon, was the only arrival at this port Tuesday.

The schooner S. Anderson will go into winter quarters here, Captain Becker thinking it was running too great a risk to go to Muskegon to lay up.

The schooner Mediator, bound to this port with lumber, is safe at Racine.

The schooner City of Sheboygan, also lumber laden, bound to this port, is reported as having left St. Helena island Tuesday afternoon.

The schooner Cascade which left this port for Sutton's Bay with supplies nearly two weeks ago, is reported lying under the lea of the Manitous. WILLIAMS.

BUFFALO.

*Special to the Marine Record.*

Dec. 8.—This week closes lake navigation for the season of 1885 with considerable destruction of property and loss of life. A very heavy gale of wind, with snow, prevailed on Lake Erie on Saturday and Saturday night, extending into Sunday, when it reached Buffalo about 2 o'clock p. m. It was one of the heaviest snow storms experienced here for many years, and of course made navigation extremely hazardous. The wind was very high and the temperature quite sharp. Fortunately very few vessels were out.

Steamer Tacoma, from Chicago, started down from Malden, mouth of Detroit river, at 7 a. m., Saturday. The wind was strong from the northwest, and the water was so low that the steamer grounded while coming out of the river, and was detained some four hours in getting out round Bar Point. It is said no damage was done outside of detention. Captain Lassalle says she encountered snow until abraast of the Welland canal, and from there into port had a clear run, arriving here about 1 p. m. yesterday. This was the extent of arrivals during the day.

The movement of produce for the month shows receipts to be 602,240 barrels of flour, 5,111,703 bushels of grain, and total from opening of navigation to November 30, 2,783,558 barrels flour and 48,969,371 bushels grain. During the month there was shipped 186,128 tons coal, 57,204 cement, and 30,214 barrels salt. For the season to date there was shipped 1,442,320 tons coal as against 1,221,191 in 1884; 269,013 barrels cement, as against 176,322 in 1884; and 12,849 barrels salt as against 68,343 for 1884.

Lorenzo Dimick left for Florida for the winter last Thursday.

A decision was handed down in the Supreme Court continuing the receivership in the suit of Thomas G. Crosby vs. Lorenzo Dimick, to obtain a settlement of the affairs of the firm.

The plans and specifications for the steel steamship that is to be built during the winter for the Anchor Line have been completed and are now on exhibition at Manager Evans' private office. They were prepared by George B. Mallory, who has designed the models for some of the finest steamers on the Atlantic. The vessel will resemble those designed by Mallory for the New York & Florida line. She is to be 320 feet long, 40 feet in beam, and 23 feet in the hold, making her the largest vessel on the lakes. She will be double decked, with steel sides, and will carry two masts. The engine is to be triple compound, and, with the boilers, will be placed nearly amidships. The steamer will be unlike the Onoko in one important particular, she will have no water bottom. Some marine men think the Anchor Line people will commit a big blunder if they build their ship with a single shell bottom. She is to cost $250,000.

Some craft are still waiting favorable weather up the lake. Among them are the propellers Mantua and Mineral Rock, with barges Pendall and Bolton, expecting to reach Detroit. The Tacoma will lay up here.

A dispatch from Albany says that the boats have all got through the state canals and that the water is being gradually drawn off the levels.

Captain Thomas Wilson, owner of the Kasota, arrived from Cleveland and has about decided to let her remain. She will not finish unloading until Thursday.

Captain Henry has gone to Erie to look after the steamers Fred Mercur and H. E. Packer. Late in the afternoon a dispatch from there said both had got outside at 3 o'clock, and both were headed up the lake. They are coal laden for Chicago.

Vessels yet to arrive are the propellers Portage, and Siberia, from Chicago, and S. F. Hodge from Green Bay, the Music a lumber tow, the Hubbell and tow, and the schooner Erastus Corning for Tonawanda. WM.

LUDINGTON.

*Special to the Marine Record.*

Since Friday evening we have had one o the severest wind and snow storms that has been known for a long time. F. & P. M. steamer No. 2. is here; also, Saginaw Valley, both waiting an opportunity to go to Manistee to load salt. The Valley goes to Michigan City and No. 2 to Milwaukee, No. 1 is on her last trip preparatory to having her boiler overhauled, which will be done by Davis of Milwaukee,

Steamer Lawrence of the Northern Michigan line was also sheltered here. She will go into winter quarters on her arrival at Chicago. Soon after leaving port her machinery broke down, leaving her helpless in a heavy sea. Her situation was rendered doubly perilous by the prevalence of a blinding snow storm. In answer to her signals of distress Captain Tufts and his life saving crew pulled three miles out into the lake and piloted her safely into the harbor, where she will remain until repairs are made.

The railroad steamers plying between here and Milwaukee are having more export freight than they can carry. At last accounts about five hundred cars were waiting shipment at Milwaukee. D.

## MARITIME LAW.

SEAMEN'S WAGES—SAILORS HURT IN SERVICE OF SHIP—DISCHARGE IN FOREIGN PORT—EXPENSE OF CURE—LIABILITY OF SHIP.

*U. S. District Court, Southern District of New York.*

Brown, J.

The libelant shipped on board the schooner "W. L. White," for Havana and back, as seaman, for wages at the rate of $16.00 per month. He served on board from December 8th, 1884, to the 28th of January, 1885, on which day having received a hurt while in the service of the ship at Havana, he was sent to the hospital. Upon the application of the master to the United States Consul at that port, the seaman was on the same day discharged under ‡ 4588 of the Revised Statutes as amended by ‡ 3 of the act of June 26th, 1884, Chap. 121 known as the Dingley Bill. The consul collected at the time one month's extra wages from the ship, and the arrears of wages due the seamen, $25.73, making together $41.73 The ship arrived in New York on the 28th of February. The expenses of the seaman for twenty-eight days in hospital, together with his passage home amounted to $48.00, to the payment of which all arrears of wages collected and the extra wages, were applied by the consul. On his return, the seamen has libeled the schooner for his wages for the voyage up to the 28th of February, less the sum of $3.25 advanced.

Prior to the recent amendment of the statutes, the consul had no authority to discharge a seaman aboard upon the application of the master in consequence of any hurt or injury received in the service of the vessel, and an alleged consent given by a seaman seriously sick or injured and confined ashore, was held by Judge Towell to be imperative. Callon vs Williams, 2 Towell. It is doubtful whether any additional authority is conferred upon consular officers by the 3d section of the act of June 26th 1884, known as the Dingley act. The main clause of that section declares that "whenever a seaman is discharged by a consular officer in consequence of any injury received in the service of the vessel, such consular officer shall require the payment by the master of one months extra wages over and above the wages due at the time of the discharge."

By the maritime law, a seaman being hurt in the service of the ship is entitled to wages to the end of the voyage, and also to the expense of his cure, so far as cure is possible. If the seaman had come home in the ship, he might have been discharged at the end of the voyage, so far as payment of wages was concerned; but this discharge would not have operated to absolve the ship from her obligations to him under the maritime law to pay for all the additional expense of his medical treatment and cure, within a reasonable time afterward. This was expressly adjudicated by Story, J. in Reed v Canfield, Summers, 194, 197. Sec. Brown v Ovington, 1. Sepg. 462: The Laura, 2 Sawyer 245; City of Alexandria 17 Fed. Rep. 390, 393: The Centennial, 10 do 897; Crouden v Oakham, 3. Allen, 185; Couch v Steel, J. Ellis & B. 402; the Enchantress, 1 Hagg. 395.

But even if the discharge were held authorized by the language of Section 3, of the act of June 26th, 1884, above quoted, the act does not specify the consequences of such a discharge. It requires the payment of only one months extra wages. This in fact corresponded with the precise time within which the voyage was afterward completed. The discharge, if authorized, would doubtless bar all claims for wages subsequent, and the "discharge" would itself imply that result. By Sec. 4552 the legal effects of a discharge by a shipping commissioner at the end of the voyage are stated in detail. The second section is that it "shall operate as a mutual discharge and settlement of all demands for wages, between the parties thereto, on account of wages, in respect to the past voyage or engagement." A discharge by the foreign consul should have the same effect and no more. Section 4552 does not absolve the vessel from liability, for the expense of the seaman's medical treatment and cure, for a hurt received prior to the discharge, nor does the act of June 26th 1884. This is the construction put by Judge Towell on the British Shipping Act, in the case of the Magna Charta (2 Ton. 136,) and this is the proper construction, I think, of our own statutes.

If a cause of action in favor of the seaman had already accrued for injuries received by violence, or cruel usage or insufficient food, a discharge at the end of the voyage, or by a consul in a foreign port, would not affect his right of action. Several of the cases above cited are of that kind. It is the same with his claim for the payment of the expenses of cure, for a hurt received in the service of the ship prior to his discharge. The right of action has already accrued to the seaman, which is not affected by a discharge from further claims to wages.

Section 4581, as amended by the 7th section of the act of June 26th, 1884, provides that "if any seaman, after his discharge, shall have incurred any expense, for board or other necessaries at the place of his discharge, before shipping again, or for transportation to the United States such expense shall be paid out of the arrears of wages and extra wages received by the consular officer, which shall be retained for that purpose and the balance only paid over to such seaman."

The words "other necessaries" though literally broad enough to cover expenses of cure in the case of a previous hurt are equally applicable to the ordinary expenses of a seaman who is uninjured and well, and has no such special claim against the ship. There is nothing in the act of June 26th, 1884, intimating any intent to absolve the ship from her legal obligations to an injured or sick seaman, beyond possibly the wages to the end of the voyage that might otherwise have been recovered instead of one month's extra pay after discharge. Section 4600 as amended by the same act provides that the consular officer in case of apprehension of a seaman deserting on account of "unusual or cruel treatment, shall discharge him," requiring payment of one month's extra pay. It is impossible to suppose that Congress intended that one month's extra wages should be taken as a satisfaction of whatever claim to damages might exist for any actual injuries inflicted by such cruelty or as a bar to such a claim. The "discharge" must be deemed to leave such claims unaffected.

The words "other necessaries" in § 4581, are in my judgment to be held to refer to the ordinary expenses of a well seaman having no special claims against the ship, on account of previous sickness or injury. Where these claims exist for the seaman's subsequent treatment, although in one sense they are incurred by the seaman, yet they are in law really incurred on account of the ship, because she is already liable to them. Callon v Williams, 2 Ton. 1. If vessels could in this way relieve themselves from all charges from treatment of sick or wounded seamen, it would be an extreme hardship upon seamen, and would be liable to lead to abuses. The effect in this instance has been to deprive the seaman of the entire fruits of the voyage. An act like that of June 26th, 1884, amending the prior law, and assigned in part for the benefit of seaman, ought ought not to be construed to their prejudice any further than its language requires. As it does not expressly absolve the vessel from her liability previously incurred for the medical treatment and cure of the discharged seaman, it should not be construed as doing so, any more than an ordinary discharge at the close of the voyage would do so, nor any more than it would bar a vested right of action for a tort.

The sum of $41.73, applied by the consul to the payment of the seaman's hospital expenses and return home was really the seaman's wages, taken and applied to an expense which the ship was bound to pay, but has not paid. It must be deemed as paid by the seaman on the ship's account which the ship is, therefore, bound to reimburse. Practically it is the same as though none of his wages had been paid. There being no dispute as to the facts, the form of the libel should be deemed amended to correspond with the proof, and a decree allowed for $41.73, with costs.

October 31st, 1885.

## A RUSSIAN VISITOR.

A rather distinguished visitor has been at Sault Ste. Marie last week in the person of General Alexander Barminskey, engineer in the imperial service, St. Petersburg, Russia. Barminskey was accompanied by his son and the object of their visit was to see the locks at the St. Mary's Falls Canal. He was sent by the Russian government to see the most noted locks and canals in the United States in order to get the most advanced ideas for certain canals and locks designed to be made in Siberia. He presented to the canal authorities a letter of introduction from General Poe and he was given every apportunity to see the workings of the lock and to study the plans used in its construction. The guard gate above the canal was swung and its method of operation shown, and Mr. Wheeler accompanied by Captain Spaulding, Mr. Jackson and Mr. Ripley took Mr. Barminskey down through Hay Lake to show the improvements going on there, and from the Neebish the tug took them to where the wrecked Quebec was being raised. General Barminskey expressed himself as very much pleased with the St. Mary's Falls Canal and declared that the locks were the finest in the world. He came by the Welland canal which he examined thoroughly. He expects to return to St. Peterburg in December. He left for Chicago going on the Minnie M. via Mackinaw City.—*Chippewa County News.*

## STAR LINE OF STEAMERS.

DETROIT, December 8.

*Special Correspondence to the Marine Record:*

The above line of boats which has become so prominent with pleasure seekers and others traversing the Detroit and St. Clair rivers and far out on Lake Huron, by the present excellent management, A. N. Moffat & Co., is deserving a sketch of its operations, although to do this properly it is necessary to revert to the commencement of steam navigation on that thoroughfare.

The steamer General Gratiot, a small craft, commanded by Captain C. F. J. Allen, was the first to occupy the route, with no opposition, until 1836. In 1832 she was commanded by Captain Arthur Edwards, quite recently deceased, and in 1833–4 by Captain John Clark, who was also owner. In 1836 the General Brady, Captain John Burtis, was put on, thus forming a daily line between the above points. In 1837 the steamer Governor Marcy, Captain Gorham, was placed on the route to Saginaw, and was the first steamer to visit that region. The Marcy was not in opposition to the boats above named, and as her trips were few and far between, the business was but slightly interfered with. From this time onward until 1840, none of the steamers already referred to, assumed any special control of the route. In the year last named the Wards stepped in and from and including 1840 they predominated over all others until quite a recent period, although meanwhile meeting with occasional opposition, which, however, was not of long duration. Their first boat was the Huron, commanded by Captain E. B. Ward. She was a new boat, high pressure, and for that period was sufficiently commodious for the wants of the business public, and was the beginning of Captain Ward's fortune in lake commerce. As time wore on other steamers were added until there were on the route from three to four a day, some of which proceeded as far westward as Saginaw and eventually to points on Saginaw Bay.

The foregoing is a sufficient introduction for the purpose of presenting a synopsis of the heading of this article. Captain Ward died January 2, 1875, and subsequently and for a short time previous to his death the management of the Detroit and Port Huron line of steamers was placed in the hands of R. L. Montgomery, a man who for many years had been in Ward's employ. Some of the steamers were sold and fell into other hands. The steamer Milton D. Ward was sold to J. Pridgeon and John Demass for $18,000, and was continued on the route as an opposition boat. The Reindeer was purchased by Sweet & Wallace, of Toledo, for $22,000, and the Marine City by D. Gallagher for $60,000. At this juncture Montgomery had but one boat to operate with, which was the Evening Star, advertised, on the open of navigation, to ply on the route under the appellation of "Star Line," in 1873, and commanded by Captain John A. Sloan. In 1874 the Ward was again sold and fell into the hands of the Star line managers, and, with the Evening Star, occupied the route, in command of Captain Phineas Kenyon.

This arrangement continued in 1875 with official headquarters at Ward's warehouse, foot of Wayne street. In 1876 the Star line consisted of the Evening Star, Captain Sloan; Porter Chamberlain, Captain Murdock McCrea; R. Holland, Captain J. R. Jones, and Ward, Captain Kenyon. The Chamberlain and Holland extended their route to Saginaw and shore points. In 1877 the Chamberlain was withdrawn and the route supplied by the other steamers already named. Captain J. R. Jones continued as master of the Holland, Captain Kenyon of the Ward, and the other appointments the same as in the previous year, with the steamer Saginaw, in command of George Hibner. In 1878 the steamer Holland was sold to Owen Sound parties and her name changed to Northern Queen. Captain McCrea commanded the Evening Star, and the other appointments were the same as in the season previous.

It must be understood that about this period the Ward property, including the large and commodious brick warehouse, had been sold at public auction, the purchasers being the Detroit & Cleveland Navigation Company. With this change of affairs, Montgomery, who had all along made it his headquarters, thought best to seek out another location and retain the control of the Star line, but this was no easy task to accomplish. Early in 1879 he removed his quarters to the foot of Shelby street, and by the aid of others bought a portion of the Star line stock, but as the Star Line still retained a foothold at the old quarters under the supervision of the Detroit & Cleveland line, it was no easy task to perform, and he, accordingly, in the course of time inaugurated what was called the "White Star line," the old sign with a prefix to it. To this the parties of the first part strongly objected, by Mr. David Carter, the manager of the Detroit and Cleveland line, also the old Star line.

On starting in their new quarters the Montgomery Company bought the steamers Milton Ward and Saginaw. The former continued in command of Captain Kenyon, and the Saginaw was sailed by Captain John A. Sloan. The Evening Star, under the management of the old Star Line, kept on the route, commanded by Captain Murdock McCrea, plying from the foot of Wayne street. In 1880 the command of the Evening Star was given to Captain Angus Keith and continued to ply under the same management. The steamer Ward, Captain Kenyon, master, and the Saginaw, Captain George Tebo, filled the bill of the White Star Line. In 1881 there was no material change in either line. The Evening Star came out, in command of Captain John Hayes, who, after a short time, retired and the place was assumed by Captain Sloan, jr.

In 1882 the White Star Line was composed of the steamers M. D. Ward, Captain Kenyon, and the Saginaw, Captain Tebo, and the Star Line was supplied by the steamer Idlewild, Captain J. P. Hodges, and the Evening Star, Captain Duncan McLachlan, with no change in managers on either hand. Early in the season of 1883 the steamers Evening Star and Idlewild were purchased by A. N. Moffat & Co., who had, a short time previous, obtained a controlling interest in the so called White Star Line, which now no longer existed, but simply Star Line, and all competition merged in one common interest. The Idlewild was commanded by Captain Duncan Lachlan, the Evening Star, Captain J. P. Hodges, the Ward, Captain Kenyon, and the Saginaw, Captain Tebo. In April, 1884, Montgomery died, and the management at Detroit was placed in charge of J. B. Baker, by A. N. Moffat & Co., whose headquarters were at Port Huron. The Evening Star plied to Toledo, commanded by Captain Wm. McKay. The other steamers on the old route were as follows: Idlewild, (a fine cut of which we present above), McLachlan, master; Ward, Captain Kenyon; Saginaw, Captain Tebo. The season of 1885, the Ward, Cap. Wm. McKay; Idlewild, Captain McLachlan, and Evening Star, to Toledo, Captain Chas. Smith, and since the opening of the present season the Star Line has carried 44,000 passengers and an average of sixty tons of freight each trip. Not a single package of freight has been lost, and none of the passengers have been in any way injured.

J. W. H.

## UNITED STATES ENGINEER CORPS

BRIG. GENERAL O. M. POE,
No. 34 Congress-st, West, Detroit, Mich.

LIEUT. COL. W E. MERRILL,
Custom House, Cincinnati, Ohio.

LIEUT. COL. WALTER MCFARLAND,
P.O box 93, Station A, New York, N.Y.

LIEUT. COL. JOHN W. BARLOW,
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MAJOR G. L. GILLESPIE,
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P. O. drawer 132, Chicago, Ill.

MAJOR L. COOPER OVERMAN,
292 Prospect st, Cleveland, Ohio.

MAJOR CHAS. J. ALLEN,
P. O. box H, St. Paul, Minn.

CAPT. CHAS. E. L. DAVIS,
No. 311 Woodward ave., Detroit, Mich.

CAPT. J. B. QUINN,
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CAPT. EDWARD MAGUIRE, Oswego, N. Y.

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CAPT. JAMES C. POST,
Government Building, Cincinnati Ohio.

## COMMISSIONER OF NAVIGATION.

JARVIS PATTEN,
Treasury Department, No. 92,
Washington, D. C.

## CHARACTERISTICS OF MISSISSIPPI RIVER STEAMBOAT MEN.

BY THE SECOND ENGINEER.

*Written for the Marine Record.*

PART III.

You will always know when a celebrated steamer is backing away from the wharf, even if you do not see her, by the melody of the roosters, for a peculiar feature in his nature is the fact that he will never congregate on the forecastle and sing unless the steamer be a celebrated one. If a steamer is unusually large or fast then all the roosters are sure to want to run on her. After the famous race between Lee and Natchez in 1870, you could not find a rooster but had been on one of these great boats. You will hear them talk about making "big time" with a steamboat, often with more gusto than the commander himself. The songs, as sung by the roosters, are purely original. One of their songs is:

"Mollie am a good gal,
And bad gal, too;
O Mollie am a row gal,
Mollie, aye Mollie oh,
O Mollie am a row gal."

The music that these men discourse, though decidedly crude, has something fascinating about it, and mates will often ask of a man if he can sing before they will ship him. Work the men twelve or fifteen hours without any rest, and in the night you will sometimes hear the entire crew break out in a song, of which the following is a specimen:

"Roostered on the Natchez,
Roostered on the Lee;
Roostered on this 'ere boat,
She got away with me."

In the halcyon days of steamboating, the roosters were all white men, generally Irish, and then, too, there were no regular firemen, the roosters standing their watch at the fire doors after they had performed their other work. In fact, regular firemen is a thing of modern conception.

An occasional old-time, white rooster puts in an appearance, but he does not stay long, for the field has been invaded by a colored army, and the white rooster finds his occupation gone. The white roosters were fed in the same manner as the colored. A batch of white roosters were taking their dinner when one of them asked:

"I wonder if the cook has any more soup?"

"Any more soup?" says his partner, "why wouldn't he have soup as long as he has a bucket of hot water and a spoonful of lard?"

The dignitary whose duty it is to dish up for the men is known as the third or slush cook, and on one of the fine packets the cook had placed a pan of quail under the stove for breakfast, in the cabin, which, by mistake, was handed out by the third cook to the men. Soon a burly fellow walked back to the cook house door, and giving the tin pan a whirl, yelled out:

"Guv me some more of your burds, and don't be so 'fraid wid your buther!"

The rooster is a superstitious creature, and is always seeing goblins and ghosts, and will never ship on a boat after she gets a record for being haunted. The famous steamer Clara Dolson, was, at one time, in government service, and some prisoners, it is said, were taken into her wheel house and hung, and when that boat again entered the merchant service the ghosts of the unfortunate men used to seat themselves on the pitman (connecting rod) of the larboard engine, and ride hour after hour, while the ponderous crank traveled her thirty foot circuit. True, none of the officers ever saw the strange apparition, yet it is said that no colored rooster ever made the second trip on her, and engineers have found it difficult to get firemen.

## A FURIOUS GALE.

A furious northeast wind, which was accompanied by blinding snow, swept Lake Michigan from end to end Friday night. The storm began at nearly midnight, coming in a blinding blast which might be mistaken for a hurricane, and driving before it a massive wall of water which rolled high over the lake embankments and the breakwater around the harbor entrance. The sea made with marvelous rapidity and was soon driving into the harbor and slips with terrific force, playing havoc with the vessels which were moored thereabout. The wind was cold and freezing, and the piers and docks were soon covered by a solid mass of ice which made it impossible for sailors to accomplish anything in the way of mooring their vessels properly, and within a few hours after the storm had set in vessels and all sorts of floating objects were drifting helplessly in the seas, apparently to their destruction. The life-saving crew were on the alert to render assistance wherever it was needed, and when the lookout saw signals of distress coming from the schooner Belle Brown, the crew put out to her. She had been moored to the south pier, but after the seas began to roll into the harbor her lines parted and she began drifting up the basin. The master of the brig Van Schaick made an unsuccessful effort to get a towline from her and failing in this the life savers boarded the vessel, hoisted her sails, and worked her into one of the outer slips, where they dropped both her anchors. But for their prompt assistance the vessel would undoubtedly have drifted on the breakwater at the head of the basin and gone to pieces.

The schooner J. V. Taylor, which had been lying at Fitzsimmons' timber dock, also broke adrift, but she was kept from going on the south pier by her crew, who dropped her anchors after she had drifted into the middle of the river. The moorings of the schooner Lottie Cooper, which was lying in lighthouse slip, also parted, and the vessel ran into a number of mudscows and lost her jibboom, bowsprit, cathead, and a portion of her head gear.

## NEW LIGHTS IN THE TENTH DISTRICT.

WASHINGTON, D. C., December 7.

The following is an abstract of the last annual report of the government lighthouse board on aids to navigation in the 10th light house district:

The district extends from the mouth of the St. Regis river, in New York, to and including Grassy Island, Detroit river, Mich., and includes all the aids to navigation on the American shores of the St. Lawrence river, Lake Ontario, Lake Erie and the Detroit river, within these limits. The officer in charge is Captain C. E. L. B. Davis. There are in the district 67 lighthouses and lighted beacons, 5 fog signals operated by clock work, 164 buoys and one steamer.

Pursuant to the act of Congress of March 3, 1885, a range of lights was established to guide into the entrance to Niagara river, masts being erected for that purpose on the outer bank of the Erie canal and in the streets of Buffalo. The range was completed for lighting in July last. It consists of two masts painted white, 28 feet high, and surmounted by circular grid iron daymarks of black and white slats and locomotive head lights.

The lights outside of Erie harbor was discontinued in 1880 and the property sold. Pursuant to act of Congress passed July 7, 1884, the site of the old lighthouse has been repurchased and the light restored, with new illuminating apparatus.

On the Cleveland breakwater, east end, the lighthouse was completed the iron tower formerly at Genesee light station, New York, being removed to the Cleveland site. The light was first shown October 20, 1885. It is of the 4th order and illuminates the entire horizon showing alternately red and white flashes at intervals of ten seconds. The light should be seen, in clear weather from the deck of a vessel ten feet above the lake, twelve statute miles. A fog bell at this station is struck one blow every ten seconds in foggy weather.

The construction of the lighthouse near the mouth of Detroit river was completed, and the light was shown on August 20, 1885, for the first time.

Repairs of minor importance were made at various other stations. The buoyage of the district is in good condition.

EARLIE.

Major Benyaud, of the United States Engineer Corps, has made a new survey for a canal between the Mississippi river and Lake Michigan. This is the project commonly known as the Hennepin canal, but the title is now changed to the Mississippi river and Lake Michigan canal. The new survey has been made by direction of Congress, to which body a report will be made during the coming session. The terminal points are the same as those of a former survey, but changes have been made in the line which will materially reduce the cost of construction. The new survey is over a route from St. Peter's marsh a natual basin, about thirty miles west of Hennepin, thence in a northwesterly direction to Penny Creek, from which it runs southwest to the former junction at Colona, taking in a part of the Rock river for the route, thus avoiding the expensive excavation south of the Green rivers, made necessary by the previous survey. What the exact cost of the new line will be is yet to be made a matter of estimate. The estimates for the Rock Island route, as it was called, with feeders, amounted to $8,300,000. The new line will cost less, perhaps a couple of million or more.


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OFFICIAL NUMBERS AND SIGNAL LETTERS.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION, WASHINGTON, Nov. 29, 1885.

*To the Editor of the Marine Record:*

Following is a list of merchant vessels of the United States to which official numbers and signal letters were assigned by the Bureau of Navigation, Treasury Department, during the week ended Nov. 28, 1885:

JARVIS PATTEN, Commissioner of Navigation.

| Official Number. | Signal Letters. | Rig. | Name of Vessel. | Tonnage. Gross. | Tonnage. Net. | Home Port. |
|---|---|---|---|---|---|---|
| | | | SAIL VESSELS. | | | |
| 120,629 | ..... | Sc. | Friendship, | 6.95 | 6.60 | Grisfield, Md. |
| 81,099 | ..... | Sc. | W. H. Cathell, | .... | 6.61 | do |
| | | | STEAM VESSELS. | | | |
| 106,391 | .... | St. e. bt. | Alfred Morgan, | 137.66 | 106 48 | Rochester, N. Y. |
| 85,912 | ..... | St. p | Genii, | 73.21 | 51.37 | Pittsburg, Pa. |
| 95,867 | ..... | St. p | Home, | 168.16 | 168.16 | Memphis, Tenn |
| 14,442 | ..... | St. p | Kate, | 18.87 | 18.87 | do |
| 81,100 | ..... | St. p | Wm. Drake, | 35.92 | 32.52 | do |


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Marine Record.


## LAKE SHORE & MICHIGAN SOUTHERN.

Commencing Sunday, Nov. 29 1885, at 12 o'clock noon the time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

| Eastward. | Arrive | Depart. |
|---|---|---|
| No 4. Fast Limited Express | *2 55 A M | *3 05 A M |
| No 6, N Y, B & A Express | *6 25 A M | *6 50 A M |
| No 26, Elyria Accommodation | †7 45 A M | ..... |
| No 24, Buffalo Ac'm via Sandusky | †10 30 A M | †10 50 A M |
| No 24, Toledo Accom via Norwalk | †10 30 A M | †10 50 A M |
| No 12, N Y & B Fast Express | *2 10 P M | *2 45 P M |
| No. 14, Special New York Ex | ..... | 3 00 P M |
| No 2, Night Ex via Norwalk | 9 40 P M | †10 00 P M |
| No 22, Night Ex via Sandusky | †9 40 P M | ..... |
| No 28, Conneaut Accommodation | †4 25 P M | ..... |

| Westward. | Arrive. | Depart. |
|---|---|---|
| No 1, Fast Limited Express | *12 15 A M | *12 25 A M |
| No 23, Mich Express via Sandusky | *2 15 A M | |
| No 3, Chicago Express via " | 5 00 A M | 6 30 A M |
| No 25, Mich Accom Norwalk | ..... | †6 30 A M |
| No 21, Toledo Ex via Norwalk | †12 50 P M | †3 30 P M |
| No 5, St Louis Ex via Sandusky | *10 50 A M | *11 00 A M |
| No 9, Chi Pac Ex via Norwalk | 6 15 P M | *6 40 P M |
| No 31, Elyria ac to Elyria only | ..... | †4 30 P M |
| No 27, Conneaut Accommodation | †8 10 A M | ..... |

Sunday train for Nottingham—Depart 8:15 a. m. and 1:45 p. m.; returning, leave Nottingham at 8:50 a. m. and 3:45 p. m.

Reference marks—* Daily, † daily, except Sunday, ‡ daily, except Monday.

A local Cleveland and New York sleeper daily on No. 12, leaving Cleveland at 2.45 p. m.; arrive Grand Central depot, New York, 10 30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

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Following is the time in effect June 28, 1885, and until further notice:

| EASTWARD. | Arrive. | Depart. |
|---|---|---|
| Buffalo Accommodation | *10 40 A M | *10 45 A M |
| Chicago Accommodation | *9 02 P M | ..... |
| Local Freight | *11 45 A M | *12 15 P M |
| WESTWARD. | Arrive. | Depart. |
| Chicago Accommodation | ..... | *6 45 A M |
| Fostoria Accommodation | *4 46 P M | *4 51 P M |
| Local Freight | *12 20 P M | *12 50 P M |

ROCKY RIVER ACCOMMODATION.
Depart—*7:45 a. m., *1:35 p. m.

EUCLID ACCOMMODATION.
Depart—*6 24 a. m., *9:10 a. m., *5:05 p. m.
*Daily except Sunday.

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R. F. HORNER, Gen'l Passenger Agent,

LEWIS WILLIAMS, General Manager. Cleveland, O.

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# The Marine Record.

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CLEVELAND, OHIO, THURSDAY, DECEMBER 10.


## CONVENTION OF CIVIL ENGINEERS.

There was in session in this city last week a convention of civil engineers. Representatives were present from many sections of the country, north and south, east and west, and the burden of their proceedings was the adoption of some plan by which they might dispossess the military engineers of their occupation, and foist themselves upon the government as the proper persons to have charge of governmental works of improvement on rivers and harbors, making representations in their self-laudatory speeches and resolutions that the civil engineers were the only people who had the genius and experience to conceive and complete public works in a manner that would redound to the credit of a great country like the United States, while they made the profession that they wanted it distinctly understood that they did not array themselves in antagonism to the military engineers, who have had charge and direction of public works of improvement on the lakes and rivers time out of mind. If congress will but second the work and recommendations of the engineer corps by the necessary appropriations for the prosecution of the work, lake mariners, or river or ocean mariners, can have no cause of complaint that their needs are not properly attended to.

The argument was advanced by the convention that as the improvement of public works by all foreign countries was under the control of a bureau of engineering, in no way connected with the war department, and that those countries supported more of an army than the United States did, it must necessarily follow that this country should do likewise. Also, that those foreign countries had the most able and admirable system of public improvement. This, we are compelled to say, is not true, in which we are borne out by facts, one of which is reinforced by the recent visit to this country of General Alexander Barminsky, an engineer in the imperial service of Russia, who, having heard in that far off land of the perfection of the working and grand capacity of the locks of the St. Mary's Falls canal, which were constructed under the supervision of an engineer of the United States corps, made a pilgrimage to this country for the purpose of inspecting the plans and details.

The canal officials gave the distinguished visitor every facility to examine the working of the locks. It is well known that the Russian government is deprived by nature of the necessary seaports to accommodate the requirements of so great a country, and that her internal improvements consist at present in the construction of canals for the cheap transportation of her products, hence the visit of General Barminsky to this country to obtain the most approved and advanced ideas of engineering. On this mission he has not only visited the works in this country, but those of many other nations, and he did not hesitate to declare that he was much pleased with St. Mary's Falls canal, and that the locks are the finest in the world.

We mention this approval as a specific instance that the work of our engineer corps has attracted much attention in foreign countries; but this is not an isolated case. Other improvements in our system of lake navigation have attracted interest equal to that of the St. Mary's canal, and especially has the system of reservoirs at the head waters of the Mississippi river been discussed by engineers in foreign countries, and the genius of its inception admired.

For the present greatly improved condition of our rivers and harbors, navigators owe their thanks to the corps of army engineers, and as they have a systematic mode of getting at other needs in the future, by comparison of the traffic of the present with the past, they have an infallible argument by which they can command the attention of congress, and congress will have faith in their representations.

No want was more clearly demonstrated during the late "unpleasantness" than that of an educated and efficient corps of engineers in either army, and during the war for our independence was this want especially felt. Hence, we find in the annals of that period Kosciusko, Duportail, Radiere, Gulon L'Enfant and Bernard, all foreigners, as engineers, acting with the American armies. The military academy at West Point had its origin mainly in the want of engineers. The cadets, who display genius or skill in the science of engineering, are assigned to the special engineer school at Willetts' Point, New York harbor, where they spend two or more years in special preparation for the practice of their profession, after which they undergo a rigorous examination in all departments of engineering as a requisite to promotion. No body of men were ever connected with a greater variety of public works than the military engineers and none have acquitted themselves with greater ability, zeal and faithfulness. Many millions of public money has passed through their hands, and it has been honestly and judiciously used.

It follows, therefore, that after having created an institution for the instruction of a body of men in the science of engineering, it is but according to the eternal fitness of things that they be continued in the occupation for which they have been prepared, and he is not a true prophet who says these engineers, after having proved their efficiency, and that the theory of the government in educating them is a correct and valuable one, will be dismissed for the purpose of making vacancies to be filled by a corps of civilians, whose attention has been mainly directed to build railroads, bridges, works for municipalities, manufacturing corporations, and architecture generally.

## THE MERCHANT MARINE.

In acknowledging obligations to Jarvis Patten, Commissioner of Navigation, for the Seventeenth annual statement of merchant vessels of the United States and the second under the commissioner of navigation, we must say that it is the most perfect and comprehensive ever issued by any country and has been prepared in an exceeding short time after the close of the fiscal year which it embraces, to July 30, 1885. The work before us bears evidence of having been prepared with the greatest care, is well arranged, neatly printed and well bound in cloth. The report is issued in accordance with the provisions of the act of Congress approved July 5, 1884, establishing the Bureau of navigation, which makes it incumbent on the commissioner to "Annually prepare and publish a list of the vessels of the United States belonging to the merchant marine, specifying the official number, signal letters, names, rig, tonnage, home port and place and date of building of every vessel, distinguishing sailing vessels from such as are propelled by steam or other motive power." In addition to the above requirements, a new feature embraces a separate list of iron vessels belonging to the country, a list of vessels whose names have been changed during the year and the introduction of a column giving the dimensions of every vessel. Also, an important accession to the work is a series of diagrams illustrating the different rigs of vessels, which, added to the table of signal flags, with an explanation of the mode of using them under different circumstance, greatly enhances the value of the report. The statement embraces 25,513 vessels of all classes, distinguished as follows: Sailing vessels 17,167, steam vessels 5,700, unrigged vessels 2646, and in the case of steam vessels as far as is known the nominal or indicated horse power is given. We compliment Commissioner Patten on the satisfactory manner in which he has given us reliable information concerning the statistics of the office which he holds and hope he may long continue to occupy it and in his next annual report gives the names of managing owners of lake vessels as well as those of sea-going.

AFTER thanking the subscribers who furnished lists of vessels laid up at their ports last winter, we make the request that they do it again. Our request last winter was responded to from every port where vessels found winter moorings, and was the most complete ever published. We trust it will meet with as good result at this time. In making up the report have the kindness to give the names of the captains last in command, and if steam vessels, the names of the engineers also.

CONGRESSMAN MAYBURY, of Detroit, has discovered that the 47th congress passed a resolution authorizing the secretary of the treasury to extend comity with Canada as to the use of boundary waters. This authority has never been acted upon, however. Instead of a bill which he at first contemplated, he will introduce a resolution somewhat similar to the one heretofore passed, directing the secretary of state to enter into negotiations for the purpose of securing this comity. Several strong arguments in favor of the change have presented themselves of late. While it is true that the laws governing the question could be modified with profit to American owners, the Canadians are not wholly at fault in the premises, that is, the difficulty of release of an American vessel by an American tug, stranded in Canadian waters. It will be remembered by many that this rule of the Canadian government is but a species of reprisal for the law passed by the American congress prohibiting Canadian tugs to wreck in American waters, on complaint of our tug owners. A boomerang, as it were. The policy of the American tug owner as well as vessel owner is contrary to the present condition of wrecking courtesies between the two countries, as the Americans have all the facilities and the Canadians all the revenge, and it is to be hoped that Congressman Maybury will secure action which will remedy the evil.

AT Toledo on Friday last, Judge Baxter, of the United States circuit court, rendered a decision in the case of the United States vs. Edward McNelly. The case was carried up on error from the district court by the United States, the ground of error being found in the charge of Judge Welker to the jury. Judge Baxter substantially decided that although there was some error in the charge, the judge returned a verdict in accordance with the evidence offered. The practical result of the decision of Judge Baxter makes Marblehead the "western cape of Sandusky bay," and all waters east of the point of Marblehead are in the Sandusky district, and all waters west of the same are in the Miami district, and the island of South Bass, or Put-in-Bay, as it is more familiarly known, is in the Miami district.

AN effort will be made during the present session of congress to pass a bill requiring captains of passenger steamers to leave a corrected passenger list of passengers at every port at which the boats stop, in order to provide information in case of disaster. This is well, so far as it goes, yet a step still farther ought to be taken which would require that a list of the crew be left with the owner or agent of the vessel. If this were done there would be far less of unknown seamen recorded, whose loss is equally as important as that of passengers.

JOHN ROACH'S steel cruiser Dolphin has been put in readiness for the longest sea trip that she has ever made. It will be the final test trial, and in order that it may be thorough, the vessel has been placed in the hands of an entirely different crew from that which manned her on the previous trips. Captain Meade will be in command, and the other officers have been taken from the League Island navy yard at Philadelphia.

MUCH has been said regarding negotiations between the Union Drydock Company, Buffalo, and Cramp & Sons, Philadelphia, looking toward the purchase by the latter of the Union drydock and iron shipbuilding plant. The reports may be safely set down as false, inasmuch as both Mr. Drake and Mr. Charles Cramp deny that there has ever been any intention on either side to purchase or sell.

THE gale of the 4th, 5th and 6th was the most severe and longest continued of any during the season, or, as a matter of fact, for many years, and reports multiply of disaster and loss of life on the lakes, but we always take the benefit of the doubt and never announce a sailor man or vessel out of existence until stern facts prove that it is so.

WHEN the boats now out are all snugly moored for the winter and the bare sticks of the entire fleet of lake vessels attest that navigation for the season is over, that there will be no more disasters to enter into the wreck report, we will publish the most complete list of losses that has ever been given to the public.

[Around the Lakes. Continued from 1st Page.]

### DETROIT.

*Special to the Marine Record.*

Dec. 8.—On Saturday morning last there was unmistakable evidence that the end was near, and that all vessels then out upon the waters would encounter grave chances in finishing up their season's work and would be better at their winter moorings than risk ing the hazards of blinding snow storms, with cold and freezing weather. The wind after an unusually mild day, set in fiercely on Friday night, from the northwest, and on Saturday night, to the surprise of even the oldest inhabitant, a cold snow storm was on hand, followed, subsequently, by extreme cold and freezing, ranging Monday morning, down to zero. It was well known that quite a number of vessels were outside, and not a few of them a long distance off, and as the storm was of great violence, especially on Saturday, great anxiety was felt for the absent ones and a desire to learn of their whereabout. As is usual, under such circumstances, no allowance was made for their non-appearance on usual time, consequently the reports of losses, with all hands, spread rapidly, followed with brief obituaries and history of the lost craft. The propeller Oconto, Captain McGregor, which throughout the season, has been plying between Detroit and points on Lake Huron, was among the missing, and was currently reported and believed to be among the fated ones until in due course of time and a suspense of three or four days, she turned up safe and sound. But such a state of things is by no means strange, and is prevalent throughout the lake region, yet it is always well enough to take a breathing spell before heralding unnecessarily alarming news.

The schooner John Jewett has been taken to Trenton for the purpose of a rebuild.

The steamer American Eagle has been undergoing some necessary repairs besides a new wheel at the Detroit drydock.

The whole of the Morrick fleet of vessels have gone into winter quarters at Trenton.

It is unnecessary to state that O'Neil & Co., have discontinued their reports of vessels passing Detroit for the season, which has been faithfully performed throughout the season, although there are, at this writing, a tow of lumber barges that are waiting their chances in reaching Cleveland, but at present are anchored in the offing. These are the Star of Hope, Vanatta, and Wisshickon, which were towed thus far by the steambarge Hubbell, arriving yesterday. With the present condition and aspect of the weather the steamer did not care to risk taking them any farther and accordingly proceeded on without them; meanwhile the captains of the barges are in quest of a tug to take them to their destination, though with dim success.

The ice commenced running in the river Monday, in considerable quantities, the first of the season. Notwithstanding this the steamer Idlewild, with a large quantity of freight and a number of passengers, took her departure in the afternoon for Port Huron. It will doubtless be her last trip of the season.

The propeller S. F. Hodge, another of the absent steamers, reached here Monday evening from Green Bay, having encountered boisterous weather on her return voyage. She left the Bay on Friday, but in consequence of the storm on the night following, she lay by at Cheboygan, proceeding on in the afternoon of Saturday. While on Lake Huron heavy seas were met with, attended by a blinding snow, and she again sought shelter, at Sand Beach. That point she left Monday morning, arriving here as above stated. Her cargo is consigned to Buffalo and notwithstanding her insurance has expired she will proceed to that port and will doubtless get through in safety. Captain Campau, her commander, is a man of pluck, judgment, and a thorough navigator.

The steambarge Westcott and consort left here yesterday for Marine City, there to lay up.

The steamer City of New Baltimore arrived down Monday from Marine City, and returns to-day.

The Detroit and Cleveland steamers have retired to winter quarters, as have also Captain Drummond's Mackinac steamers.

The schooner Corsican, freighted with lumber from Tonawanda, during the snow storm of Saturday got bewildered near Monroe and on Sunday was so encumbered by ice she went ashore at that place and sunk near the shore. Assistance was sought for at this port, but thus far none has been obtained, and it is quite likely she will remain there until the ensuing spring, and possibly prove a total loss, as she is well along in years, this being her twenty-third season.

The latest advices from the propeller

Oconto is that early on Saturday morning she stranded, half a mile southeast of Charity Island, Saginaw Bay, having one hundred tons of freight on board, though not leaking. The prospects of her release are of a very uncertain character. A quantity of freight, said to have been shipped by her, has been picked up along the coast, near Port Austin, and was shipped at Port Sanilac, the steamer's destination being Alpena. That she will eventually return here all right there is at present but little reason for doubt.

The steambarge Don M. Dickinson, disabled, passed here the other day, in tow of the tug Chief Justice Field, en route to Tonawanda.

Thomas C. Robinson, for several years purser on Lake Superior steamers, and widely known, died in this city on Friday, and was buried on Sunday. He was 65 years of age.

There are already on the admiralty docket in the United States district court in this city, no less than twenty-five cases wherein vessels and steamers are interested, to be tried the ensuing winter.

A somewhat vague rumor reached here a day or two since that the propeller Quebec was yet in bad shape for removal to Owen Sound, and that owing to an insufficiency of pumps she had again settled on the bottom. Thus far the information is without confirmation and was unknown at the office here. One thing seems certain that she has not yet reached Owen Sound, in which event the undertaking will be fruitless the present season.

The schooner E. G. Benedict, chartered to bring coal from Lorain to this port, will in consequence of the sudden change in the weather, be unable, it is thought, to carry out her contract.

The schooner Idaho, the other day, fell into the hands of the United States marshal, for a small claim of wages. Thus is added one more to the long list of unfortunates at the Detroit prison quarters.

On Saturday last a report reached here that the schooner Kate Richmond was ashore, four miles above Lexington, on Lake Huron, which was soon afterward confirmed. It is now believed she has gone to pieces, as she was an old vessel, and in such a storm no vessel on such a coast could have lasted long.

It is stated that it will require an outlay of $30,000 to make good damages sustained at Sand Beach harbor.

The barges Irish, Walton, and Hattie Wells are reported ice bound at the mouth of Maumee river, with little chances of relief for the present.

It may be recorded that the navigation of 1885 was suspended December 5, which event took place December 16, in 1884. Sailors can now betake themselves to the haunts of the sail loft or broker's office, and there spin out their winter yarns.

HALL.

MT. CLEMENS.

*Special to the Marine Record.*

The river has been frozen over since December 5.

The boats laid up here are as follows: Steambarge J. S. Ruby, J. S. Ruby master; steambarge Handy Boy, Captain Robert Barton; steambarge City of Mt. Clemens, Captain Gilbert Lacroyx; steambarge Ida Burton, Captain John Tucker; passenger steamer Ida, Captain Albert Tucker; tow barge Forton, Captain Peter Pelkey; tow barge Fillery, Captain James Pelkey.

Captain John Distrois, of the steambarge Florence, left on December 4, for Wallaceburg, for a cargo of ship plank for Captain William Dulack, and on his return to Mt Clemens, through the North Channel, after getting on Lake St. Clair, about three miles from New Baltimore, met with a good deal of ice, the barge stove in two planks and sunk. The tug Macray got a line to her and towed her to within one quarter of a mile of the dock. The Florence is owned by T. W. Snook, of this place, and will, perhaps, be raised this winter. G. L.

OSWEGO.

The tug Wheeler, while lying in the east cove was discovered to be on fire, which originated from the boiler, and as there was no one aboard to quench the flames all her upper work and decks were soon destroyed She was taken upon Mitchell & Gallagher's drydock, where she was deluged with water and sunk. The Wheeler was built by Goble in 1865 and rebuilt in 1878. She ran in the tug association of this harbor until two years ago when she was purchased by Littlejohn & Co., and has since been used in towing rafts from Port Ontario for the use of the Littlejohn mill.

The body of Eliza Tackleby of Brighton, Ont., who was lost in the wreck of the schooner George B. Sloan has been found and identified. The remains will be sent to Brighton for interment.

SANDUSKY.

*Special to the Marine Record.*

The heaviest storm of the season visited Sandusky last week Friday and continued with unabated fury for several days. It was accompanied by a light fall of snow, and large hail-stone mingled their rattle with the crash of things in general. The schooner A. J. Rogers, in winter quarters at the J. B. & W. wharf, parted all her lines and pounded heavily on the docks, and but for the timely arrival of a tug would undoubtedly have gone to pieces. She was seriously damaged as it was. The sea ran very high for a time and only those craft under good shelter escaped without some minor damage. The fish twine in the lake came in for its share of the storm's fury and what remaines of it will hardly be worth repairing.

Schooner Montgomery, which arrived from Marquette with ore last Thursday, has laid up at this port.

Scow Bailey, coal laden, cleared for Pelee Monday.

Tug Davis had a hole stove in he hull yesterday while making her way through the ice in the bay. She will not go into commission again this season.

Tug Record, with the schooners Grace Amelia and Lyman Casey, coal laden, in tow, bound for Detroit and Port Huron, cleared Tuesday. The fleet had been lying here weather bound for several days. Considerable difficulty was experienced in getting through the ice to the lake.

Schooner Alpena and Irene arrived from Port Huron on Friday last, having on board the machinery used at that place in Messrs. Hodgman & Co's mills, which are to be consolidated with the company's works here.

The case in admiralty of Daniel McKinnon against the schooner Grace Amelia, an action brought to recover $20.75, due for wages, has been settled and the boat released.

The receipts of iron at this port this season aggregate 143,180 gross tons. T. K.

CLAYTON.

*Special to the Marine Record.*

Captain Lewis Elliott of the schooner Grace Whitney, and Captain Thefault of the barge Albany, arrived home on Thursday last; also, Captain Geo. Dennis of the schooner Ispheming. Captain John A. Davis of the steam yacht Siesta returned to his home at Alex. Bay on Saturday.

Eugene Bastian, engineer of the steamer Calumet, has gone to New York to do some work for Chas. G. Emery.

Captain Will Hudson puts in an appearance on the street once more.

The schooner L. S. Hammond and schooner Belle Mitchel have arrived up from Ogdensburg and have gone into winter quarters at this port.

The schooner Bolivia arrived at Kingston on Sunday and telegraphed for a tug. The tug Proctor, detained here by snow storm, went up and took her down on Monday.

The sailors begin to arrive home. B

TOLEDO

*Special to the Marine Record.*

The barges Hattie Wells, A. Walton, and S. A. Irish went aground at the Fahnestock range Monday night while being towed out to the lake by the tugs Castle and Green. The tugs were unable to get them off, and the barges were frozen in. The vessels remained there all day, but efforts will be made by the iceboat Conger, of Port Huron, to get them off.

The projectors of the straight channel, who have imagined that their plans would be carried out with a rush, are doomed to dissapointment. Congressman Romeis writes friends here that the project is in very bad shape, as the board of engineers are not favorable to the present location of the proposed channel. A committee will be sent to Washington at an early day and every effort will be made to adjust all difficulties.

Judge Baxter affirmed the decision of the district court in the case of the United States vs. Captain McNelly, in the steamer Waite. District Attorney Shields says that the case will be appealed to the Supreme Court. According to this decision, Put-in-Bay is in the Toledo district.

ERIE.

Up to the present time the receipts of iron ore have been 120,000 tons. This is in excess of the receipts of the previous year, and there is a smaller amount of ore on the docks now that there was last year at this time.

The bay is covered with three inches of ice, but the steamtugs have kept the channel clear.

The steamer Havana will go to Cleveland to be rebuilt.

Sunday night the body of a sailor was washed ashore near Fairport. The initials "J. L." were tattooed on one arm and "James Linn" on the other.

FRANKFORT.

*Special to the Marine Record.*

The tug St. Mary, burned at Glen Haven last week, was valued at $7,000, and was insured in Hamburg-Bremen, Queen and Lancaster Insurance companies, against fire, for $4,000. She was owned by Banks & Sutherland, at Frankfort. She was built by Notter, at Buffalo, in 1857, rebuilt at Holland, Mich., in 1880. Was 36.44 tons, had double engines of 40 horse power.

The schooner Cascade, of Chicago, laden with supplies for Sutton's Bay, sheltered here last week. She gets $3 per cord on wood and 10c. each on ties, freight to Chicago. These are good figures and a reminder of flush times on the lakes. The Cascade was built at Black River, Ohio, in 1853, and is a good looking craft for her age.

The schooner Sea Gem, of Charlevoix, was sheltered here last week. She was built at Manitowoc in 1863, and the writer, then a small boy, was highly elated to see the little craft slide into her element. She is about 100 tons burden, and in those days was considered a right smart, good sized vessel. Shortly after she came out, while in Chicago harbor, her master, Captain Hill, was killed by the accidental discharge of a revolver in the hands of the steward. In the fall of 1871 she received $500 to make a round trip with supplies from Chicago to Horn's Pier, and wood back to Chicago, but such freight rates are now among the things of the past, and is merely mentioned to show what has been.

The propeller I. M. Weston, that has run between Frankfort and Manistee for the past three seasons, will be placed on a new route next summer, to run between Manitowoc and Menominee, via. Sturgeon Bay canal. She is a staunch, fast craft, and is capable of making sixteen miles per hour.

Grave fears are entertained for the fishing tug Andrew Gale. She was in company with four other fishing tugs Friday about thirty miles out when the storm arose. They ran for shelter, and all except the Gale, which was the smallest, made port safely. Now that another day has passed, the excitement runs high, and it is generally concluded that she foundered. She carried a crew of six men. There is a possibility that she may be at the islands.

The schooner Cascade was seen close to Sleeping Bear Point on Friday, working north, when the blizzard set in, and the schooner Amsden was abreast of Point Sauble, headed south. BURMEISTER.

MILWAUKEE.

The overdue schooner Rob Roy reached here Monday afternoon badly iced up. Her crew suffered great hardship in the extreme cold, the weather being 15° below. The northwest gale abated during the night by the wind shifting to southwest, and the delayed vessels have got away.

Wolf & Davidson have contracted to build for Cook & Co. Chicago lumber dealers, a steambarge 130, feet over all, 27 feet beam, 9 feet hold. She is to have old machinery and will cost $15,000. Her capacity will be 250,000 feet.

The steambarge J. R. Whiting is to be cut in two and lengthened 35 feet, increasing capacity 400 tons; cost, $10,000. The steambarge Minnesota is to be raised so as to increase her hold 2 feet and her capacity 400 tons to cost $12,000.

The steambarge T. Kingsford experienced the entire blizzard in mid-lake, and nearly foundered; the seas breaking clear over her hurricane deck, and the water in her fire hold being kept down to two feet by the crew bailing with pails. Her rudder chain parted and for twenty minutes she lay in the trough of the sea, her crew thinking every minute she would go to the bottom. She lost nearly her entire deck load. Every one of the crew was wet to the skin, and nearly exhausted from the thirty hour's siege without food. There was no light on the boat all night, and great confusion prevailed.

The schooner Oddfellow, which was cast adrift from the Kingsford, reached Racine at 3 o'clock Monday afternoon badly used up.

The schooner Napolean broke from her mooring early Monday morning, carried away the jibboom of the Black Hawk, and drifted through Broadway and the railroad bridge to Jones Island, where she now lies, two tugs being unable to release her. The steambarge George Burnham also broke adrift, but was recovered.

There is a report that the steambarge Maggie Marshall foundered between Racine and Kenosha, and that eleven lives were lost. Wreckage is washing ashore at Racine, but there is no confirmation of the reported loss of the Marshall.

KINGSTON.

The schooners St. Louis has been sold by the McMullens of Picton to J. C. Murphy, of Quebec, for about $6,000.

EAST SAGINAW.

*Special to the Marine Record.*

On Friday night last about 6 o'clock the valley was visited by what old mariners say was the worst storm in twenty years, in this section, and but for the lateness of the season of navigation and that nearly all of the lake craft have gone into winter quarters, tremendous damage to vessel property would have resulted. A few disasters are reported and great damage was done along the shores of Saginaw Bay and Lake Huron. The wind was from the northeast, and blew a living gale which forced the waters of Saginaw Bay upon the land and backing up the waters in the river, partially inundating Bay City, and raising the water three feet above the usual stage at this port. Hundreds of dollars worth of damage was done at Bay City by the water getting into basements, etc. The floor of the press room of the Tribune was ten inches under water, a thing that has not occurred in years before.

The propeller M. Sicken and consorts, Zach Chandler, Captain G. Graves, and Senator Blood and Vannetta started out Friday morning at 10 o'clock a. m., bound for Cleveland. When about twelve miles outside the can buoy, the tow was struck by the gale. After about two hours hard pulling it was found they were making no headway, and it was decided to run back. The schooner Senator Blood, Captain Carson Glass, in getting into the trough of the sea, dumped off part of her deck load and it was decided to take the Blood back to Bay City and not attempt to get through, which the Sicken did on Saturday night.

The propeller C. H. Green and consorts Rosa Sonsmith and Mattie C. Bell, that have been in Sand Beach for nearly a week, were ordered back to Port Huron to lay up for the winter. They are all coal laden for Chicago. During the melee of the recent storm a sailor (Alexander Beck, of Cleveland), employed on the schooner Rosa Sonsmith, had his leg broken. He was taken to the hospital at Port Huron.

Every mill on the Saginaw river was compelled to shut down on Saturday.

The steamer L. G. Mason, of the River line, went into winter quarters Friday. During the season the Mason made 644 round trips, running 20,000 miles, with but twelve hours delay. Captain Rogers, her commander, says he thinks he will go out on his farm and thrash pumpkins and crack hickory nuts during the winter months.

The ferry boat Mary Bell is still in commission, and will endeavor to keep a channel open all winter, but with a little more of the present weather the prospects are poor.

SHAW.

BAY CITY.

*Special to the Marine Record.*

The terrible storm of Friday night is the talk of the day, as this city was particularly affected by the same, the water having come up so rapidly that hundreds of dollars worth of goods, stored in the numerous basements were totally ruined, the water reaching them before they could be removed.

There has been no arrivals or departures for three days past with the exception of the Arundel, whose captain reports the storm the worst he ever saw, and you may as well say navigation has closed.

A small fishing schooner whose name could not be learned, is reported high and dry on the beach near Fish Point.

Three of the crew and one passenger of the propeller Oconto reached Bay City Tuesday evening from Caseville, where they left the boat. The Oconto too is ashore, three quartes of a mile from Big Charity island, headed southeast. She lies in six feet of water on a sandy bottom and is not leaking. The crew of nineteen with twenty-two passengers are now on the island waiting to be taken ashore. The Oconto got lost in the snow storm Friday night and was blown ashore. The lifeboats were carried away, as was the freight on the upper deck. William Brown, colored, cook from Cincinnati, died Friday night from fright, and was buried on the island Sunday. The Oconto is valued at $20,000; insured for $16,000 in the hull pool. The insurance expired eleven hours after she went ash ore.

Mr. "Bert" Kirby, late from Milwaukee and an old Saginaw boy, is now engaged at Wheeler & Crane's shipyard as draftsman, in which capacity he has few equals.

The propellor Music and tow will winter in Buffalo, if they get there.

The steamer J. C. Licken was thrown high and dry on the beach at Sebewaing by the recent blow. She will have to be launched. SHAW.

GREEN BAY.

The tug Resolute caught fire Monday night in her hold from the furnace and burned at her dock, sinking in thirteen feet of water. She was valued at $3,000 and was insured for $1,500 in the German American. The Resolution, 23 tons, was built at Detroit by Eaton in 1872, and at last accounts was owned by Ruhel of Detroit.

## HISTORY OF LAKE NAVIGATION.

BY J. W. HALL.

*Written for the Marine Record:*

### CHAPTER XLVIII.

During the season of 1853 quite an exciting race took place with the steamers Queen of the West, Captain McBride, and the Mississippi, Captain Hazard, between Buffalo and Cleveland. The latter turned the light at Buffalo at 9:20 a. m., and the former at 10:35 a. m., the Mississippi being one hour and fifteen minutes ahead. Both steamers arrived at Cleveland at 9:10 p. m., the Queen of the West being about half a length ahead, having run from Fairport to Cleveland, (thirty miles), in one hour and ten minutes.

The United States revenue cutter Ingham was stationed at Detroit during the season of 1853, officered as follows: Captain Francis Martin, Lieutenants, 1st, John L. Stull, 2d, E. W. Watson, 3d, John F. Schultz. The cutter Harrison was stationed at Oswego. Officers, Captain Robert Day, Lieutenants, 1st, C. A. Mack, 2d, N. H. Slack, 3d, B. J. Kellum.

The schooner Cherokee took on a cargo of flour and grain at Toronto, and sailed for Liverpool direct, commanded by Captain Robert Gaskin, of Kingston.

The steamer Superior, formerly owned and commanded by Captain D. Wilkeson, of Perrysburgh, was purchased by W. H. Forsyth, of Cleveland, to run between Cleveland and Toledo, with the steamer Troy, under command of Captain W. D. Wilkeson.

The steamer Pacific, latterly plying between Detroit and the Sault, in command of Captain John Robertson, was transferred to Lake Michigan and placed in charge of Captain George L. Brown, late of steamer London. The latter boat took the place of the Pacific on the Detroit and Sault route, sailed by Captain Robertson.

The propeller Clifton arrived at Detroit from Whitehall, on Lake Champlain, through the Richelieu river, into the St. Lawrence, below Montreal, from whence she went to Ogdensburg, thence to Erie, and from Erie to Detroit. She had on a cargo of iron for B. L. Webb, and was purchased by Barclay, Carey & Co., for lake navigation. Captain Alex M. Mann piloted her through.

Several new sail craft were built and commissioned at the various lake ports in 1853. The following are noted: Bark North Star, built at Cleveland, by Calkins & Searles, for Captain R. H. Blue and B. S. Shephard, of Chicago. Barque Grace Greenwood, 337 tons, built by R. G. Rogers, at Oswego, for H. M. Ames. Schooner Syracuse, length 120 feet, beam 25 feet 3 inches, depth 10 feet 6 inches, built by J. A. Baker at Oswego for J. L. Hall & Co., sailed by Captain Lyman Muir. Brig Greyhound, 16,000 bushels, built by Howard & Lyon, at Conneaut, for Fox & Bruce, of Buffalo, sailed by Captain W. D. Robinson. Schooner H.C. Winslow, 363 tons, built at Black River, O., for N. C. Winslow, Cleveland, and sailed by Captain A. W. Moore. Schooner Challenge, 150 tons, built at Rochester, for Captain Throop, and sailed by Captain W. B. Morley. Schooner L. M. Mason, 340 tons, built by Arnold, at Port Huron, and sailed by Captain McGowan. Schooner Governor Hunt, 186 tons, built by David Rogers at Olcott, and owned at Youngstown. Schooner Conquest, 183 tons, built by David Rogers at Olcott, for Smith & Post, Oswego.

Lewis C. Gordon, a citizen of Malden, committed suicide by jumping from the hurricane deck of the steamer Buckeye State into Lake Erie while en route from Buffalo to Detroit. The act was witnessed by several of the deck hands. A letter was dropped by Mr. Gordon, written by his wife and directed to him at Toronto, at which place he had been stopping a few days previous. The letter was of an encouraging character, exhorting him to cheerfulness, and from its tone it was inferred he had been laboring under an aberration of mind for some time previous. He is said to have been a wealthy man, had formerly been a merchant, but had retired from business.

The propeller Queen of the Lakes, built at Black River, O., during the winter of 1853, was commissioned this season, was owned by Niles & Wheeler at Buffalo, and cost $28,500. She was 563 tons burden, length of keel 183½ feet, beam 27 feet, depth of hold 12 feet 2 inches, and intended for the transportation of freight and passengers, between Buffalo and Chicago.

The steamer Louisiana, in going out of Sandusky Bay, on the morning of November 17, 1853, ran upon an anchor and made a hole in her bottom so that she sunk in ten feet of water. She loaded at that port, and had a cargo worth $18,000, included in which were 900 fat hogs, shipped by F. Hall; 6,000 barrels of flour and sundries, shipped by J. A. Pinto, mostly owned in Zanesville; 500 bales of wool, 20 barrels of oil, shipped by A. Cheesebrough; and other articles, shipped by Hubbard. The steamer Baltic took on board the hogs, the rest of the cargo was damaged.

The tariff of tolls on the Canadian canals, as taken from the Official Gazette, made material reductions on the St. Lawrence canals, discriminating in favor of the river route. Iron of all kinds and salt, coming through the St. Lawrence canal, passed the Welland canal, free of tolls. Flour, wheat and corn, passing the Welland canal, went through the St. Lawrence free. The rate of toll charged on the Welland canal for passing the following articles, per ton weight was 15c. currency, otherwise 20c.: Brick, lime, sand, slate, stones, wrought or unwrought, clay, gypsum, cement, manures, salt, coal, railroad iron, pig iron, bloom and broken castings. Up to September 30 the tonnage which passed through the Welland canal amounted to 780,335 and for the entire season, 1,050,000 tons, and the revenue for the season was $375 000. In six years the business had tripled and the increase had been steady and regular, and not the result of temporary causes. The money invested in the work was borrowed at 4 per cent. and the revenue equal to its wants for the payment of interest, and the accumulation of future business, set down to the profit account.

The exports from Milwaukee from May 1 to November 30, 1853, were as follows: Wheat, 104,866 bushels; barley, 825,866 bu.; rye, 80,375 bu.; oats, 181,719 bu.; flour, 225,000 bbls.; pork, 6,519 bbls.; beef, 2,621 bbls.; brick, 2,367,099, beside other articles of commerce not necessary to enumerate.

The total amount of tolls collected on all the New York State canals for 1853 was $3,195,556, an increase from the former year of $61,925.

The steamers plying between Detroit and Cleveland during the season of 1853 were the May Queen, Captain R. G. Evans, and Cleveland, Captain J. R. Howe, the former leaving Detroit on Tuesdays, Thursdays and Saturdays at 6:30 p. m., respectively.

A statement, derived from marine reports and other sources, gave the loss of vessels owned in the United States, for a period of eighteen months ending in September, 1853: No less than 103 ships and barques, 144 brigs and 327 schooners were totally lost at sea. During the same period 50 vessels, which had previously sailed, were never heard from; 338 put into port in distress, and 102 wrecks were passed. This, says the report, was 1 total loss every 22 hours, 1 stranded every 44 hours, 1 abandoned every 75 hours, and 1 never heard from every 10 days.

The following extract from the opinion of Justice Nelson, in admiralty, was given during the June term of 1853, and may be recited:

"Among the nautical rules, applicable to the navigation of sailing vessels, are the following: A vessel that has the wind free or sailing before or with the wind, must get out of the way of the vessel that is close hauled, or sailing by or against it; and the vessel on the starboard tack has a right to keep her course, and the one on the larboard tack must give way or be answerable for the consequences. So, when two vessels are approaching each other, both having the wind free, and consequently the power of readily controlling their movements, the vessel on the larboard tack must give way, and each pass to the right. The same rule governs vessels sailing on the wind and approaching each other, when it is doubtful which is to windward. But if the vessel on the larboard tack is so far to windward that if both persist in their course, the other will strike her on the lea side, abaft the beam or near the stern, in that case the vessel on the starboard tack should give way, as she can do so with greater facility and less loss of time and distance than the other.

"Again, when vessels are crossing each other in opposite directions, and there is the least doubt of their going clear, the vessel on the starboard tack should persevere in her course, while that on the larboard tack should bear up or keep away before the wind. The steam vessels are regarded in the light of vessels navigating with a fair wind, and are always under obligations to do what a sailing vessel going free or with a fair wind would be required to do under similar circumstances. Their obligation extends still further, because they possess a power to avoid the collision not belonging to sailing vessels, even with a free wind, the master having the steamer under his command, both by altering the helm and by stopping the engines. They are also of vast power and speed, compared with craft on our rivers and internal seas, propelled by sails, exposing the latter to inevitable destruction in case of collision, and rendering it at all times difficult and not unfrequently impossible to get out of their way. Greater caution and vigilance are, therefore, naturally to be exacted of those in charge of them to avoid the dangers of navigation. This justly results from the superior power to direct and control the course and speed of the vessel and the serious damage consequent upon a failure to avoid the dangers.

"As a general rule, therefore, when meeting a sailing vessel, whether close hauled or with the wind free, the latter has a right to keep her course, and it is the duty of the steamer to adopt such precautions as will avoid her."

The principal commercial lines in operation on the lakes in 1853, were the American Transportation Company, agents, Niles & Wheeler, Buffalo; Nickles & Whitcomb, Detroit. Western Transportation Company, J. C. Evans, Buffalo; G. Williams & Co., Detroit. New York & Lake Erie Line, W. A. Fox, Buffalo; G. Williams & Co., Detroit. Northern Transportation Company, composed of twelve steamers, Crawford & Co., Ogdensburg, with agencies throughout the lake region. Troy & Western Line, P. L. Sternbergh & Co., Buffalo; Kercheval & Collins, Detroit. Lake Superior Line, between Cleveland and the Sault and Detroit and the Sault, three different lines. Detroit and Sandusky, steamer Bay City. Detroit and Port Huron, steamers Pearl and Ruby, E. B. and S. Ward, proprietors. Also a line of boats between Buffalo, Detroit and Chicago, with agencies at prominent ports.

The total loss of property on the lakes for the season of 1853 was $874,143, and the loss of life 81.

Loss by American vessels, $635,223; British, $288,920, $520,843 by boats propelled by steam, and $353,300 by sail. Loss by collision $55,828, by explosion $78,394, by fire $131,050, by other causes $608,871. On Lake Ontario, steam $188,400, sail $94,077, total $282,477; on Lake Erie, steam $128,606, sail $121,906, total $250,512; on Lake Huron, steam $88,594, sail $62,744, total $151,338; on Lake Michigan, steam $23,700, sail $133,616, total $157,316; on Lake Superior, steam $32,500.

Of the 266 disasters during the season, 19 occurred in April, 30 in May, 17 in June, 11 in July, 28 in August, 30 in September, 39 in October, 80 in November, and 12 in Decemoer. Six steamers, two propellers, and thirty sail vessels passed out of existence. The number of disasters exceed those of 1852 by 37, while the loss of property was less by $118,516. The great decrease in the loss of life and property, by collision and explosion, as shown by comparison, is a very gratifying result of the first year's operation of the new law relating to vessels propelled by steam, and their improved system of lights. With the one exception of the Ocean Wave on Lake Ontario, no lives were lost on any of the regular passenger steamers by any accident whatever. In arriving at the above conclusion we are sustained by the following details of the season of 1852:

Loss by collision $261,950, by other casualties, $730,709; loss by steam vessels, $633,620; by sail vessels, $395,039, of which loss $907,487 was American, and $85,172 British. Loss on Lake Ontario by steam $49,350, by sail $29,589, total $79,839; on Lake Erie, steam $543,470, sail $109,830, total $741,300; on Lake Huron, by steam $16,000, sail $53,600, total $69,600; on Lake Michigan, steam $800, sail $78,020, total $78,820; on Lake Superior, by steam $24,000.

Of the 229 disasters that occurred during the season of 1852, 7 occurred in the month of April, 19 in May, 24 in June, 15 in July, 16 in August, 21 in September, 27 in October, 85 in November (55 in the gale of the 11th and 12th), and 15 in December. Five steamers, six propellers, and twenty-eight sail vessels went out of existence during the season of 1852.

## NAVAL EVOLUTION.

The report of United States Naval Constructor Hickborn on the state of naval progress in Europe is alike interesting and suggestive. As regards naval evolution the period is one of baseless speculation, daring experiment, and general uncertainty. Navies are being built, or radically modified, without any practical foundations for the theories adopted. No living man can tell what the naval warefare of the future is to be. Despite confidence with which new models have been introduced, and new tactics, it is known to no one what measures of success any new invention or system will attain. Of late the torpedo boat mania has raged violently, but it is impossible to say whether these boats will play the important part assigned them. There is indeed a strong presumption that in an action between two ironclad fleets they would be practically useless after the first broadsides had been fired, since the smoke would thence-forward render it impossible to direct them with any precision.

It looks at present as if their chief use would be as auxiliaries to the great ironclads. They may, as Mr. Hickborn suggests, be capable of maintaining a blockade by themselves, but it is doubtful whether they can without ironclads support attack a powerful armored vessel with any hope of success. So much depends upon the aim, the currents, the tide, and the motion of the object aimed at, in torpedo attacks, that though it may be assumed that the successful explosion of a single powerful torpedo will disable or sink a heavy ironclad, the chances of combining all the requisite conditions for success are probably fewer than in the case of the destination of a musket ball fired in battle. Torpedo nettings and machine guns must also be considered, and on the whole it seems easy to attach too much importance to the torpedo boat.

Nevertheless the rational inference from the report of Constructor Hickborn is that the building of the elaborate and costly ironclads now or recently favored in Europe must be a dubious experiment. Science needs a naval battle to solve many problems.

## CARD OF THANKS.

CLEVELAND, December 9.

*To the Editor of the Marine Record:*

Will you kindly permit me to publicly acknowledge, through the columns of the MARINE RECORD, the great obligations I am under to the following officers of the United States life saving service for the generous aid afforded me in my efforts to organize a national life saving service in Canada:

To Hon. Sumner I. Kimball, chief superintendent United States life saving service, Washington, D. C., for his kindness in providing me with a full and complete record of the service from the date of its reorganization in 1871 by himself up to the present. Also, for sending me copies of the regular annual reports of the service from 1877 to date, and for the good counsel and advice contained in his letters which encouraged me to persevere in this humane work.

To Hon W. D. O'Connors, assistant superintendent United States life saving service, Washington, D. C., for a copy of the rules and regulations of the United States life saving service, and other favors.

To Captain D. P. Dobbins, superintendent of 9th district, United States life saving service, Buffalo, N. Y., for his kindness and courtesy toward me during my stay in that city, and for valuable information regarding the construction and equipment of the celebrated Dobbins self-righting and self bailing life boat, of which he is the inventor and patentee, and also for the privilege of entering the United States life saving service as a surfman in order that I might gain a perfect knowledge of all its manifold duties and responsibilities.

To Captain Thomas Williams, keeper of Buffalo life boat station, for posting me on many intricate points regarding the management of the Lyle gun and breeches buoy and the use of the beach apparatus generally.

To Captain C. C. Goodwin, keeper of Cleveland life boat station, my thanks are especially due for the efficient manner in which he has instructed me in all the various branches of the life saving service. I came to this station with only a very limited idea of the admirable qualities of the United States life saving service. My object in entering the service as a surfman was to gain, by actual experience, a perfect knowledge of the various duties of each member of the life saving crew, so that on my return to Canada, I might be enabled to instruct my own countrymen in the most improved methods for rendering aid to the shipwrecked, restoring the apparently drowned, or rescuing those in danger of drowning by swimming to their relief. In serving in the capacity of surfman I have taken my full share of the work, standing my regular lookout watch and patrol, and attending all the regular drills and exercises of the crew, in the surf boat and with the beach apparatus, international code of signals, etc., attending wrecks when called upon to do so, and generally performing all the numerous duties of a regular surfman, in a well ordered life saving station to the best of my ability. Thanks to Captain Goodwin's instruction, I am enabled to return home with a thorough, practical knowledge of every branch of the United States life saving service, and the happy possessor of a first class certificate of competency.

To Mr. Lawrence Distel, No. 1 surfman, I am also indebted for much valuable information, both in the management of the surfboat and the beach apparatus, and to the other members of the life saving crew for many little acts of kindness which have contributed to make my residence at this station one of the pleasantest portions of my life.

Immediately on my return home I will set about converting our present volunteer stations into regular life saving stations, to be drilled and equipped in the same manner as the United States life saving service. My whole heart is in this humane work, and it will be the greatest effort of my life to organize a national life saving service in Canada, which will, I trust, compare favorably with any similar institution in the world, according to the number of its life saving stations and the population of the country. And should it ever be placed in my power to rescue the crew of an American vessel I hope that my efforts may prove successful, and by so doing, endeavor in a measure to repay the American people for kindness shown a Canadian. Yours, humanely,

W. D. ANDREWS.

The barge Vampire of Detroit, owned by S. B. Grummond, which was seized at Amherstburg, October 16th for alleged violation of the Canadian wrecking laws, was released by Collector Gott, by order of the customs department at Ottawa. It was shown that the barge was taken by Captain P. Williams, to help the steambarge Farwell and tow, aground at Fighting Island, under a permit from Collector Benson, of Windsor. The tug International, of Windsor, towed the barge to Detroit.